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Hongkong, 18th November, 1907.

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

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## The Daily Press.

HONGKONG, NOVEMBER 18TH, 1907.

Although only too well known to be the most plausible people in the world, there are none who command more ready credence to their utterances than the Chinese. In what way they contrive to secure this confidence is, to use the diction fashionable in the present day, a very interesting psychological study, or, to adopt that of a few years back it is a very striking illustration of the force of "humbug generally." In whatever light the subtle power may be regarded—whether as "personal magnetism" or as simple "gammon"—there can be no doubt that the Chinaman possesses it in an eminent degree; and that with its aid he is able to influence not only the careless and credulous but many persons of accurate observation and high general intelligence. Probably the chief element in this power is a certain delicate and covert flattery—an art in which our celestial friends pre-eminently excel. A Chinaman of anything like education or parts, always contrives to convey the impression to the person he desires to influence that that particular individual commands his very highest consideration. He is far too refined to indicate this by vulgar expressions of admiration—but, by deferential hearing and respectful assent, he gradually instils into the mind of his hearer that he considers him a very superior person and one to whom he can speak with perfect freedom, confidence and sincerity. At all events, by this and other like arts,

there is no doubt that the Chinaman contrives to get himself believed when other men would be listened to with prudent reservation, and have their assertions received with—at the very least—the proverbial grain of salt.

An illustration of the manner in which this power is exerted upon Europeans of marked intelligence and culture is given in the report which Lord WILLIAM CECIL, who was sent out to China as a delegate to study the religious movements going on in China recently gave in the *Times*. He mentions that MONSEIGNEUR JARLIN of Peking stated to him that a Chinese gentleman had asserted that "Before 1900 every Chinaman was convinced that he was superior to a European; after 1900 he is convinced that he is inferior." It is a pity that the exact Chinese words used by the Chinese gentleman are not given, as the dictum is capable of being stated in that language in a pretty piece of antithesis which probably tickled the good Catholic Father, and helped him first to believe the statement and next to retail it to the wondering Lord WILLIAM CECIL. The cause of the alleged change of view is said to be the occupation of Peking at the time of the Boxer rising and what naturally occurs to those who know something of the history of political events in China, is why this wonderful discovery as to the superiority of Europeans, was not made when Peking was occupied by the Allies in 1860, which was a very much more startling illustration of the "superiority" of foreign nations than that of 1900. So far from the Chinese having recognised superiority on the part of European nations, we all know that they have persistently warmed themselves with the idea that there was no inherent superiority in the foreigner, even in purely material power or knowledge; and that the Chinese, if they could only get hold of the weapons and learn a few of his tricks would be able to show themselves vastly his superior in consequence of their higher mental culture and abilities, and this has in reality always been the attitude of the Chinese mind and, in the main, remains its attitude to the present day. The Chinaman believes that there are, a few things in the way of physical science that he may with advantage learn from the foreigner, and that the result will necessarily be that he will become as superior to him physically as, in his opinion, he always has been and always will be mentally. In this idea he is not a little strengthened by recent events in Japan, which country, he has always regarded as in every way inferior to his own. If, by adopting foreign "methods" Japan has risen to the position she occupies, what might not China attain by the same process? The argument *a fortiori* is perfectly clear to his mind; but unfortunately he is apt to overlook the difficulties which lie in the way of the initial step. Before foreign "methods," as the Chinese choose to designate them, can be adopted, China has to attain something of the political morale which characterises European nations, which was possessed to a large extent by Japan, but in which China is conspicuously lacking. When Japan entered into her forward career she was thoroughly united, and a spirit of patriotism pervaded the whole nation, which made it possible to introduce the necessary reforms. It is at this point that China has now to begin—and the task is undoubtedly no easy one, and must be a work of many years. It is idle to suppose that some sudden change will do away with the long standing defects of Chinese administration, and reform in this direction must be a preliminary to her adopting foreign methods with any real advantage to herself. The recognition of this fact must be the first stage of any effective awakening on the part of China, and it is to this point that she must, if she is in earnest, direct her energies. Unless this be done, she will only awake from one dream, to fall into another.

The French Mail of the 15th October was delivered in London on the 15th inst.

Mr. W. J. Tatcher, Superintendent of the Potential and Forestry Department, calls tenders in the *Gazette* for the supply of labour, stores and flower pots to this Department for the year 1908.

The King's Exequatur empowering Mr. Antonio B. Agacio to be Consul-General for Chili at Calcutta with consular jurisdiction also over the British Colonies in Asia has received His Majesty's signature.

His Majesty the King of Denmark has been pleased to create Mr. A. Haupt, of Messrs. Melchers and Co., a knight of the Royal Order of Denmark. His many friends in Hongkong will congratulate Mr. Haupt on being made the recipient of this token of His Danish Majesty's appreciation.

His Excellency the Governor has been pleased to appoint Captain William Armstrong, Hongkong Volunteer Corps, to be his honorary aide-de-camp, with effect from November 15th.

An attempt was made to burgle the safe in the office of the Army Services Corps on Friday night, but the thieves were disturbed while at work and succeeded in making good their escape.

Messrs. E. S. Kadoorie & Co. are in receipt of telegraphic advices from Shanghai, informing them that the Mastacheppij tot Mija, Bosh-on Landbouwexploitatie Laugkat have declared a final dividend of Tls. 7 1/2, and a bonus of Tls. 2 1/2 per share for account of 1907.

It is notified in the *Gazette* that the Crown has under, and by virtue of, the provision contained in the Crown lease dated the 27th day of March, 1905, resumed and re-entered into and upon survey district 102 Lot No. 141, San Tin, in the New Territories.

It is notified in the *Gazette* that information has been received from the Military Authorities that musketry field firing will be carried out on the 14th, 15th, 21st, and 22nd instant, on the southern slopes of Beacon Hill in a north-westerly direction, between 8 a.m. and 1 p.m.

Messrs. Erich Georg and Co. have been advised by wire from Shanghai that Langka's Limited have declared a final dividend of Tals 10 per share (making in all Tals 32 1/2 per share for the current book year) and payable on the 15th proximo. Shares sold in Shanghai on Saturday at Tals 34 1/2.

His Excellency the Governor-in-Council has under Section 90 of the Public Health and Buildings Ordinance, 1903, (Ordinance No. 1 of 1903) selected and appointed Kai Lung Wan east cemetery, situated on the east side of the Pokfulam Road at No. 10 bridge, and containing about 53.50 acres, as a sufficient and proper place to be the site of, and to be used as, a cemetery or burial ground for Chinese, from the first day of January, 1908, and it shall from that date, and until further notice, be deemed to be an authorised cemetery.

A codicil named Li Po, a recent arrival from the country, thought he would like to start business as a hawker in Hongkong. Unfortunately, however, he was without money, which was necessary to buy the stalls. But he expected to get over this difficulty by appropriating another man's stalls, and possibly he would, had not the owner appeared on the scene in time to see him walking off with them. Li was given in charge and at the Magistracy on Saturday. Mr. C. D. Melbourne sentenced him to three weeks' imprisonment with hard labour.

The King of Portugal has expressed to Admiral Caserio Silva his satisfaction with the manner in which his naval division, consisting of six warships and two torpedo-boats, carried out the manoeuvres in Cascaes harbour on the occasion of the presentation of a flag given by Queen Amelia to the navy. The ceremony was a brilliant one. A special feature was a procession of ancient galleys and fishing boats from different parts of the Portuguese coast. After the ceremony, King Carlos and the members of the Royal family, in an electric launch, witnessed a display of aquatic sports by seamen from the cruisers.

It is notified by the Harbour Master that information has been received from the Military Authorities that gun practice will be carried out as under:—On Tuesday, the 19th November:—From Stonecutters, in a westerly direction, at ranges up to 10,000 yards, commencing at 9.30 a.m. and finishing at 2 p.m. On Friday, the 22nd November:—From Belohers, in a westerly direction, at ranges up to 10,000 yards, commencing at 2.30 p.m., and finishing at 5.30 p.m. If the weather is unfavourable on either of these dates, practice will take place on the following day. All ships, junks and other vessels are to keep clear of the ranges.

The King of Siam at Malta inspected the battleship "Implicable," in which Prince Vajiravudh served as a midshipman, and he afterwards landed at the Palace as the guest of Major-General Barron, the acting Governor, and Mrs. Barron. The guests included a number of the principal residents and Prince Paribatra, General Barron, in the course of an appropriate speech, proposed the toast of King Chulalongkorn, who, in reply, expressed his thanks for the kind reception which had been accorded him. His Majesty said he was greatly indebted to Great Britain, in whose Army his sons had received their military education, and he drank the health of King Edward. After luncheon the King visited several places of interest, finally proceeding to Admiralty House, where he took tea with Admiral Sir Charles and Lady Drury. His Majesty was to give a dinner party on board the "Birma" last evening.

## NEW USE FOR COPPER.

We understand that a very important and interesting series of experiments is now being conducted in the North of England, in connection with steel plates for shipbuilding. It is found that by the addition of a small percentage of copper the plates are rendered impervious to corrosion in a very high degree. The amount of copper which, so far, has given the best results is said to be 4 per cent; if this be so, and the magnitude of the ship's plate industry is considered, it becomes apparent that a very important new outlet for copper will be established.

## LATEST STEAMER MOVEMENTS.

The P. & O. str. *Nydnia* left Singapore for this port on the 15th inst. at 3 p.m.  
The C.P.R. str. *Empress of China* arrived Nagasaki at 6.30 p.m. on Friday, the 15th inst., and left again at 7 a.m. on Saturday, the 16th inst., for Shanghai where she was due to arrive at 9 a.m. yesterday.  
The Boston S.S. Co.'s str. *Tremont* arrived at Yokohama on 15th inst.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## RETURN VISIT.

LONDON, November 17th.  
The King and Queen are expected to visit Berlin in the Spring.

## INTERESTING MARRIAGE.

LONDON, November 17th.  
Prince Charles of Bourbon has married "Princess" Louise of France.

## OBITUARY.

LONDON, November 17th.  
The Rt. Hon. Evelyn Ashley is dead, aged 71 years.  
[Deceased was a Privy Councillor, and held the office of Verderer of the New Forest. He was the fourth son of the 7th Earl of Shaftesbury. From 1858-1865 he acted as Lord Palmerston's private secretary, going on the Oxford circuit as a barrister for the next ten years. He took office in 1899 as Parliamentary secretary to the Board of Trade, and two years later became Under Secretary of State for the Colonies, a position he held for three years.]

[REUTER'S SERVICE.]

## THE BRITISH NAVY.

LONDON, November 14th.  
A letter from Mr. Robertson, the Secretary to the Admiralty, was read at the London Chamber of Commerce dinner, yesterday evening, announcing that in consequence of disappointment of hopes at the Hague Conference, the Admiralty had decided to build an additional battleship.

## ILLNESS OF THE PRIME MINISTER.

LONDON, November 14th.  
Sir Henry Campbell Bannerman, after speaking at Colston, was seized with sudden illness, but is now out of danger. It is understood that it was heart trouble.

## THE RUSSIAN DUMA.

LONDON, November 14th.  
M. Gouloueff has opened the third Duma, of which M. Octobrist Chomjakoff has been elected President.

## THE FINANCIAL SITUATION IN AMERICA.

LONDON, November 15th.  
Mr. Cortelyou in a speech in New York, attributed the financial crisis to hoarding money; and deprecated any hasty ill considered measure for currency reform. This statement is regarded as significant as representing the views of President Roosevelt.

## SOCIALISM.

## THE POLITICAL DANGER OF THE DAY.

The following letter appeared in the *Daily Graphic*:—  
Sir,—The growth of political Socialism renders an apology unnecessary for troubling you on a matter which cannot be brought too prominently or too frequently before the public. The essential condition for the progress of a community is that the incentive to efficiency on the part of its individuals shall be of the strongest possible kind. This required incentive can only be supplied by a strict application of the principle that the earnings of each individual shall be securely preserved to him. The development of our system of justice has been governed by this principle, and its chief aim has been to prevent individuals from plundering one another, and to maintain intact for each whatever he has earned. But it is forgotten that the evil to be merely a social individual member of society or deprived of the fruit of his labour, and the result to him is the same. Year by year more legislation is proposed of which the effect is to draw upon the earnings of the efficient for the benefit of the inefficient. Year by year Parliament makes the harder for those whose labour benefits the State; and easier for those who are a drag upon it.  
In the supposed interests of the "majority" now one new another section is victimised, and infringement becomes little more than a phrase. The basis upon which our civilisation rests—the central fact which has guided its progress—savages horde to that of the greatest Empire of the world—is being sapped, and unless this is stayed we shall be led to the era of the Roman Empire, and which has heralded the decay of most of the great civilisations of the past.  
The British Constitution Association has set itself the task of awakening the public conscience to this growing national peril, which is in danger of being overlooked in the clash of party politics. It appeals to members of all political parties who wish to uphold individual liberty as above defined to join in this work. Anyone willing to help can do so by becoming a member or by contributing to its funds. The secretary will send full particulars of the Association, including the programme of a series of lectures to be delivered during the autumn, to anyone who may wish to know more about its work and methods.—Yours faithfully,  
BALEFOUR OF BUNFORTH, President.

British Constitutional Association,  
23, Charing Cross, October 2nd, 1907.

Mr. H. W. L. Bunbury has been made a Magistrate of the First Class; and Mr. J. Maxwell Hall and Mr. W. G. M. Weedon Magistrates of the Second Class in British North Borneo.

## EVOLUTION OF HONGKONG.

[Written for the *Daily Press*.]

(Continued from last Tuesday.)

## VIII.

It is not necessary to enter into any details as to the weary negotiations interrupted occasionally by petty warlike operations that succeeded. Suffice it to say that in the summer of 1841, a powerful fleet went up under command of Admiral the Honourable George Elliott and Captain Elliott, who had been appointed joint plenipotentiaries to the North, where after a little preliminary brush at Amoy, they occupied Chusan, and then entered the Gulf of Peihili. Here they were received in the most polite manner by Kishan, the viceroy of the province, who succeeded in persuading them that negotiations could be carried on with greater comfort, and were more likely to be successful, at Canton. These plenipotentiaries accordingly returned as they had come, stopping on the road at Chusan, where meanwhile a regular government had been established. Here they were met by the viceroy of Nanking, when a temporary truce was arranged, suspending hostilities and arranging that Kishan himself would conduct negotiations for a peace at Canton on their arrival, they meanwhile continuing in occupation of Chusan. Commissioner Lin was at the same time deprived of his rank as Commissioner, and his predecessor Tang, who had been acting a double part, was degraded from his immediate position as viceroy of Minche, while Lin, was retained for the present in the position of acting viceroy of the Liang Kwang. Towards the latter part of the year 1840 Kishan arrived at Canton; but found obstacles of every sort thrown in his way by the local officials instigated largely by the two worthies Lin and Tang, and negotiations made no progress, till on the 6th January 1841, Capt. Elliott, now sole plenipotentiary owing to the departure from illness of the Admiral, sent an ultimatum stating that unless some definite basis of agreement were come to by the next morning he would take possession at once of the forts at the entrance of the Bogue. A fight ensued, and after a struggle of an hour and a half, which convinced Kishan of the uselessness of further resistance, they were entered. Kishan's proposals, as became the man, were eminently reasonable. He offered to hand over Hongkong to the British in perpetuity as a place for conducting their trade, to pay for the opium surrendered, and that in future the officers of the two Powers should meet on terms of equality; these formed the basis of a definite agreement a few days after arrival at, and were the ground work of the scene we have sketched out at the beginning of this notice.

But Kishan's acts did not meet the approbation of the Emperor, who refused to ratify his cession of Hongkong, or hear of British officials being received on terms of equality with his own; and peremptory orders were sent which, degrading Kishan from his high office, ordered him to recommence hostilities. By a curious coincidence these orders arrived on the very day that had been appointed between the plenipotentiaries for the discussion of the details as to the reopening of the trade at Canton. Kishan received Elliott as before with all dignity and politeness, but there plainly was something on his mind that he did not wish to mention; to enable him to come to a definite arrangement on some points regarding which differences of opinion had arisen a respite of ten days was granted by Captain Elliott, and the two parted, to all appearance, on the same friendly terms as before. Elliott noticed however, that strange preparations for some hostile measure were being taken all along the route, and shortly after his arrival at Macao the truth came out, and a few days after hostilities again commenced.

It is hardly fair to blame personally Kishan for the want of faith in all this; indeed he had no other course. His entire work was frustrated, and he himself degraded, and eventually sent into banishment. He had been clear-headed enough to see at once the situation, and understand that China, as she was, could not make a stand for a single day against the power of England. He had therefore set himself to minimise the concessions he agreed to make, there was nothing about opening additional ports, and as to the cession of Hongkong it was only as a station for residence from which trade might be indeed carried on as at Macao, or in the old factories under the East India Company, but where duties were to be regularly collected in the name of the Emperor as overlord. He was wise enough to see that there could be no question about paying for the opium taken by violence and destroyed.

Curiously, too, a despatch from Lord Palmerston defining his requirements with which Elliott's were entirely at variance crossed the latter's reports on his way home; so the hasty agreement of Chuanpeo was negatived on both sides, and all that remained of it was that British troops were actually in possession of Hongkong, though on what terms remained unsettled for more than a year. There was not necessarily ill-faith on one side or the other; on the Chinese side, the Emperor, though plainly warned by Kishan, who had all the instant of a statesman, as well as a soldier, misled by the clamour of a set of unworthy parasites, determined to strike another blow for his prerogative; while the English having in fair fight forced the enemy to surrender at discretion could hardly be expected to be content with the same terms that they were willing to accept at the beginning of the struggle. From the commencement every effort was made by the British officers in command to spare life, and confine the destruction of property within as narrow limits as possible, and in no case to wantonly destroy private property. The result was that while all deplored the loss of life on the part of the innocent Chinese soldiers and seamen, who had been forced into a hopeless struggle, there was

through the entire war not a single instance of useless destruction of life or property to be deplored.

Kishan, though from the beginning he saw and pointed out to his master the hopelessness of the struggle, never allowed this to appear to his subordinates, but did his best to inspire the rest with his own determination to make as good a defence as was possible; and it has been a source of satisfaction since that all gave their lives willingly in the cause, hopeless as it must have seemed to the leaders, and after a little while to the rank and file. Kishan, himself met with but scant reward at the hands of his imperial master, on whose memory his treatment of his faithful servant must bring everlasting disgrace; he was recalled to Peking to stand his trial for treachery; was deprived of all his offices, stripped of his property, and banished to the wilds of the New Dominion.

Meanwhile the war dragged on. Canton was attacked and was in the power of the British Plenipotentiary; when, to the astonishment of everyone, he accepted a ransom and withdrew his troops, *re infecta*; then for some reason the fleet went on a wild goose chase up north. The island of Kailung was captured and Amoy threatened, and the fleet moved on to Chusan, and Tientsin was again captured and occupied in force. But a great change in the personal of the British force of occupation was made by the removal of Captain Elliott whose weak amiability had more than anything else forced on a state of war. Sir Henry Pottinger, Major General in the II. E. I. Co's service, was on the 15th May appointed Sole Plenipotentiary, and Chief Superintendent of Trade in China, and on the 9th August arrived before Canton. (To be continued next Monday.)

## UTOPIA FOR EUROPE.

ONE GOVERNMENT FOR THE CONTINENT.

A remarkable proposal for the federation of Europe on a plan somewhat similar to that of the United States of America is made by Sir Max Wechsater, who declares that he has sent a copy of his proposal to all the reigning Sovereigns of Europe, and has discussed it with those Sovereigns who have granted him audiences and with many eminent statesmen. Sir Max declares that these influential personages are almost unanimous in admitting that European federation is the only remedy for the evils which he points out, but many of them emphasise the difficulties. He has come to the conclusion that none of the great Powers will take the lead in proposing a conference on the subject until the people have pronounced in its favour.

The following are the principal points in his memorandum:—  
"What are the circumstances which have combined to bring about this phenomenal development of the United States of America, and how far can Europe follow the example of America? This is to a great extent an economic question. The United States have great natural advantages which cannot be obtained in Europe, but some of the principal causes of their success might easily be reproduced in Europe."  
"They have an enormous extent of rich soil, which only requires cultivation in order to produce good results."  
"Minerals of all descriptions abound in their large territory, and are a considerable source of wealth."

"Only a very small proportion of men are withdrawn from productive work for military purposes."  
"The industries of the United States have a substantial advantage over the industries of Europe in the fact that they are not burdened, like Europe, with the expenses of heavy armaments."  
"Lux, but not least, they enjoy absolute free trade between the different parts of their enormous territory, which produces everything, and this must be considered as the main source of their accumulated wealth."

"What is going on in Europe at the same time?"  
"The different countries are all arming against each other. Europe is expending annually upwards of £250,000,000 sterling on its armies and navies. This does not include the cost of fortifications in the different countries, nor the appalling loss which European countries suffer by permanently withdrawing four million men at their best age from productive work."

"The crushing taxation which is required to keep up these armaments has created widespread discontent, and has produced Socialism and other subversive doctrines."  
"Each country has its own tariff, which creates a barrier against its neighbours, and this system has already produced most serious and very costly tariff wars."

"Where is this leading us to?"  
"As far as human judgment goes, it can only have one result, and that is a European war, a catastrophe which nobody can contemplate without horror, considering the present perfection of the means of destruction."

"I maintain that there is only one remedy which meets all the requirements of the complicated situation, and which offers a lasting guarantee, and that is the 'Federation of Europe.'"  
"After all, the difficulties appear greater than they really are, and many of them will disappear if certain clear principles are adhered to. Above all, the independence of the several States should be maintained to the fullest possible extent, and only absolutely necessary sacrifices asked for. All that is really required can be reduced to two points:—  
"That the Foreign Office always, and the military and naval command in time of war, should be in one hand—most likely in the hands of a permanent conference of the great Powers. That there should be one tariff for the whole of Europe, and that there should be free trade throughout Europe."

"Any other demands would only increase the whole scheme. Europe ought to save annually about £200,000,000 sterling on armaments. Add to this the productive power of, say, three more than double the above amount."

Sir Max Wechsater was born in Sletting, Germany, in 1837. He came to England in 1859, and was naturalised in 1865. He was knighted in 1892, and has been High Sheriff of Surrey since that year. He is a partner in the firm of Bessler, Wechsater, and Co., and is a director of the Consolidated Petroleum Company, Limited, and of several shipping companies.

How to be Beautiful—Keep your complexion, Mrs. Ellen's Crème Chamoisee, Lait Chamoisee and Special Skin Tonic and Poudre Specialities for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents



## INTERPORT CRICKET.

SHANGHAI'S GOOD SCORE.

HONGKONG OPEN WELL.

On Saturday the only sport in Hongkong was the interport cricket match; all other fixtures had been cancelled in order that the local sporting community might have an opportunity of witnessing the contest between Shanghai and Hongkong. The morning was not a promising one; clouds obscured the sky and towards the fifth hour rain threatened, but fortunately held off for the day, the slight drizzle which occurred once or twice during the afternoon being insufficient to affect the condition of the pitch, which was in good order. The light during the day, however, was defective. The ground of the Hongkong Cricket Club has always a pretty appearance, and this was enhanced yesterday by the decorations provided in honour of the visitors. Festoons of lanterns circumscribed the ground and bedecked the pavilion. A special stall, draped in red cloth, was erected for the gubernatorial party on that part of the ground near the Hongkong Club, and after the fifth recess was occupied by H.E. the Governor and Lady Lugard who watched the game with keen interest until stumps were drawn at 5 p.m. Close to this stall was a large matchless provided for members, subscribers, guarantors, their families and lady friends. The general public found ample accommodation in the matchless erected by Messrs. Esbirel and Farmer at the end of the ground near Murray Barracks. This shed was draped with flags and added to the beauty of the very pretty picture which the cricket ground presented. The attendance in the morning was not a large one, but after fifth sitting accommodation was at a premium, and besides the crowd on the ground there was another lined up outside the fence, composed principally of coolies who apparently take a keen interest in the game. Proceedings were considerably enlivened during the afternoon by selections of music played at intervals by the band of the 119th Infantry. The umpires were Lieut. Col. Carter, for Hongkong, and Commander Leatham, R.N., for Shanghai. Messrs. C. R. S. Cooper (Shanghai) and J. Hall (Hongkong) were the scorers.

Just before the hour of starting, the umpires went out, inspected the pitch, and found it satisfactory. Then the captains tossed, and luck being with Shanghai's skipper, he decided to go in first. At eleven o'clock the local team emerged from the pavilion, being greeted with applause as they took the field. Another salvo heralded the appearance of Ollerdesse and Anderson, the first two batsmen for Shanghai. The former opened to the bowling of Irvine and succeeded in sending his first delivery to boundary, following this with another to cover point. After this the willow wielder sent a drive to long field, following with a glance to square leg which secured another boundary. Makin then bowled to Anderson who glanced his third ball to leg for one Irvine's second over was a maiden one. Likewise Makin, who kept Ollerdesse on his guard until Irvine succeeded him, bowling to Anderson. The batsman skied his first delivery and Irvine made sure of the catch. The visitors' first wicket thus fell for a score of 15, of which Anderson had made one. Score: 15-1-1.

Rodolph now accompanied Ollerdesse, and sent the next ball of the over to the bowler. The other batsman then faced Makin, and after blocking a few of his deliveries, sent one to square leg for a boundary. Rodolph then faced the bowling of Irvine, and after striking a single sent the next to boundary. He ended with a single made from a cut to mid on. Makin then delivered to Ollerdesse, and the trundler was heartily applauded for fielding a fast drive from the batsman. Indeed, it may be mentioned that the fielding throughout the day was excellent, and both teams gave a good account of themselves. There was very little missed that it was possible to stop, and Harry Hancock as wicket-keeper was particularly smart at his work. Ollerdesse secured another run from a cut to slip before Irvine again took up the bowling, and ended with a maiden over. Makin's trundling now appeared to be appreciated by both batsmen, for after Rodolph had scored from two splendid drives, Ollerdesse sent to boundary, and the visitors' score stood at 40. Irvine again took up the bowling but the batsman appeared to become wary as they observed the energetic fielding of the Hongkongers. Rodolph eventually got under one of Irvine's deliveries and added another four to the score from a boundary. Makin followed with a maiden over, and Sharpe relieved Irvine at the western end of the pitch. Ollerdesse secured a single from his first ball, sending it to square leg. The next was a leg by, the batsman following with another hit to leg, and making Shanghai's score 66. Makin now relieved Sharpe and bowled to Ollerdesse who sent him to leg for three, Rodolph following with a single. Rodolph then faced Sharpe, scoring two from a hit to mid on. Pearce relieved Makin at the eastern end, delivering to Rodolph who sent his second ball to cover. Ollerdesse sent Pearce's next to cover and in endeavouring to make a single was run out, after having compiled the useful score of 54. Ollerdesse had played a pretty game, and as he approached the pavilion he was loudly applauded. 75-2-54.

With 75 runs to their credit for the loss of two wickets, Walker, Shanghai's captain, partnered Rodolph, the former opening to the bowling of Sharpe, but scoring little. Later, Rodolph faced the Corporal, who carried away the batsman's rails with the first delivery. With three wickets down Shanghai's score stood 78-3-20, of which Rodolph had made 20. Brand was the next man to go out for the visitors, but after Sharpe's first ball, he returned to the pavilion clean bowled. Limbo now partnered Walker and two runs were scored from Sharpe's over, one by each batsman. This made a total of 80 for four wickets. Walker next faced Pearce, and from a pretty cut scored a boundary, shortly after-

wards adding another four to the visitors' score. Sharpe took the ball again for a maiden over. The first ball of Pearce's over, forwarded to Walker, was sent to fine leg for four, and the rest of the over was blocked. Sharpe then delivered to Lamb, the batsman securing one from a pretty cut to the slips. Walker then faced Sharpe and sent his first delivery to boundary. Pearce then tested Lamb's wicket, and although it was firm, the batsman made nothing out of the over. Sharpe's first delivery in a new over was driven to long field by Walker, but H. Hancock was there and saved a boundary. After this the same batsman got under another of Sharpe's deliveries, driving it to the long off, where smart play on Lanning's part saved it from touching the fence. Lamb took more kindly to the trundling of Pearce in the next over, notching two off his first delivery and four off his last. A brilliant drive by Walker despatched Sharpe's first delivery towards the Club stand, but smart fielding by H. Hancock saved a boundary. Pearce again tried his skill, but was driven to boundary by Walker, the last four putting Shanghai 110 up. Sharpe, whose bowling was a feature of the game, again took on and clean bowled Lamb after he had knocked together 13 runs. 114-5-12.

Carruthers accompanied Walker, and Makin relieved Pearce as trundler at the eastern end. Walker treated the new man with respect, only scoring a single from his last delivery by his hit to leg. A single scored by Walker from Sharpe's first ball caused Carruthers to face the trundler. Sharpe's next delivery scattered Carruthers' stumps, and added another to the many wickets he had taken. 116-6-0.

Sparke was the next man in, and was beaten by Sharpe's first ball, which just missed his balls. Makin then took up the bowling, playing to Walker, who scored a boundary from a hit to mid off and put the visitors 120 up. Irvine was now put on to relieve Makin, but his bowling would have been more effective if he had not played so much on the leg side. Irvine got his first away to boundary by a risky but fast fine cut to slip. The rest of the over, however, was unproductive. Sparke then faced Sharpe to be clean bowled by his first delivery. This bowler appeared to be almost unplayable, so much work did he get on the ball. Shanghai's score now stood: 126-7-2.

McEuen was the next man to face Sharpe's bowling, and scored a boundary from the last ball of the over, hitting it to square leg. Irvine next took the all and delivered to Walker, who played with care, but managed to score a single from a hit to leg with the third ball. Sharpe then played to McEuen, who skied his first delivery to boundary and made another four from his second. When the fifth ball sounded the score stood at 142 for seven wickets, with Walker and McEuen not out.

After an hour for the game was resumed, R. Hancock taking the field with his team five minutes after the hour, and Walker and McEuen, the Shanghai batsmen who were not out, returned to their creases. Sharpe opened the bowling at the western end of the pitch, but in the over only one single was scored by Walker, who scored a few more from Irvine's next over. Sharpe then resumed the trundling but smart fielding on the part of Hongkong prevented any score. The bowler then sent a slow one, which the batsman sent to cover slip where it was caught by Makin. Walker had played a careful innings, and had knocked together the useful score of 41. As he approached the pavilion he was heartily applauded for the splendid innings he played. 147-8-41.

When partnered McEuen, who out Sharpe's first delivery to leg for a single. The fielding at this stage was particularly good, but When managed to send Sharpe's next ball to boundary. The next delivery he skied dangerously but fortunately there was no one in the vicinity. Then the same batsman faced Irvine and a pull on the mid off secured him another four. Runs were coming slowly now, both batsmen playing carefully and the trundlers keeping good length. Irvine was out to leg by both When and McEuen for singles, and McEuen got two of Sharpe's away, one for a single and the next for a boundary. Pearce now relieved Irvine and recorded a maiden over. Makin took the ball from Sharpe at the opposite end, and When scored a single from his first delivery by a hard drive on the on. The rest of the over was played out by McEuen, who was playing a very safe bat, and there was no further score. Pearce took on again and When sent one of his deliveries to boundary and brought Shanghai's total to 200. Makin sent a couple of loose deliveries down, each of which was played for a safe single. The first three balls in Pearce's next over were sent to square leg for a single, then When drove to boundary, but in the next delivery he got his leg in front and was given out l.b.w., thus closing a valuable innings of 52 runs. 212-9-52. Main was the last of the Shanghai batsmen, but he did not get an opportunity of a hit, as McEuen fell to Makin's next delivery after having made a score of 18. Shanghai's total was thus 212, of which there were only eleven extras. Both teams then returned to the pavilion amid the cheering of the large crowd present.

## HONGKONG IN.

During the recess the wicket was swept and rolled, and at 3-15 p.m. the bell sounded and the umpires inspected the pitch. Shortly afterwards the visitors took the field amid much applause which was prolonged as R. Hancock and Pearce, the first batsmen for Hongkong, left the pavilion. Main opened the bowling to Pearce, who scored a single from a snick to the slips. Then R. Hancock faced the trundler and added another single. Anderson opened the second over, Hancock being the player. He drove one over Anderson's head, but too high for the bowler to catch. Pearce-faced Main again, made a short cut and the batsman ran, an overthrow giving them two points. Anderson then bowled to Pearce, securing a maiden

over. Main followed, and Pearce, catching one of his lightning like deliveries out to boundary. Two maiden overs followed, and then Hancock scored a single from a drive of one of Anderson's deliveries. Pearce afterwards glanced another for two. He was successful in concluding the next over with a boundary from Main's last. Hancock lifted the first of Anderson's, but scored only one. Pearce then faced the bowler and had a narrow escape of being caught out by Sparke. Then he notched a single from Anderson's first in the next over, R. Hancock following with two successive drives to boundary, which elicited from the onlookers great applause. Pearce then faced Main, and receiving his first ball sent it over the fence. Hongkong's score was now 40, and Main took up the bowling, R. Hancock being the receiver. A rapid delivery glanced off his leg and scattered the stumps, after his having compiled 21. 41-1-21.

Makin accompanied Pearce, who catching one of Main's deliveries sent it to bound ry, repeating the experiment in the next over and putting the local team 50 up. Sparke relieved Main at the eastern end and saw his first two deliveries sent to boundary. Hongkong's score was 61 when Anderson again bowled to Pearce who went out to the slips for a single, and followed by driving another on to Queen's Road. Then he faced Sparke and another drive to boundary scattered a number of soldiers and sailors who were watching the game. Carruthers relieved Anderson as trundler at the western end of the ground, and Makin tested him. First a drive to boundary followed by a cut to the slips gave him a score of seven. Sparke then took a turn at the trundling and his second ball sent Makin out for a score of 14. 82-2-14.

Pearce was partnered by H. Hancock who was the next to test Sparke, making two from the first delivery on a cut to cover. Apparently he appreciated the bowling for the second and third deliveries were sent to boundary. Pearce now concluded a profitable innings, having compiled 48 before he was dismissed, l.b.w. from one of Carruthers' deliveries. Turner was the next man in, and he saw H. Hancock open with a boundary from one of Sparke's deliveries, the score being supplemented by another shortly afterwards, which put Hongkong 100 up. Great applause followed the announcement of this fact, and was prolonged when H. Hancock's next two more to boundary. It looked as though he were there to score or withdraw. He was not playing careful cricket, but having regard to the duration of his innings he compiled more runs than any man on the field. To knock up 27 runs in 13 strikes is rapid scoring, but the batsman was "lashing out" at every delivery and two of his hits increased the Club's score by twelve runs, while other three were boundaries. Eventually, however, the expected happened. He struck hard at each ball, until a straight one was sent in which he missed and so ended his career after a score of 27. 114-4-27.

Lanning followed Hancock, and Turner, his partner, who was at the receiving end, sent two successive balls to boundary. A delivery from Sparke was dangerously skied by Lanning, but no fielder was near and he got off with two runs. A little more hitting brought the local team up to 131, Lanning increasing this by two boundaries from Sparke's trundling. Turner added another from a delivery by Carruthers, and stumps were drawn with the score standing at 144 for four wickets.

## THE FOLLOWING ARE THE SCORES:—

## SHANGHAI.

FIRST INNINGS.	
R. N. Anderson, c and b Irvine	54
H. B. Ollerdesse, run out	1
W. Rodolph, b Sharpe	20
J. E. Brand, b Sharpe	0
P. Lamb, b Sharpe	0
A. G. H. Carruthers, b Sharpe	2
N. L. Sparke, at H. Hancock's b Sharpe	3
I. Walker, c Makin, b Sharpe	41
D. M. McEuen, b Makin	18
A. F. Wilson, l.b.w., b Pearce	22
T. Main, not out	0
Sundries	11

Total 212

## BOWLING ANALYSIS.

	O.	M.	R.	W.
Irvine	13	3	56	1
Makin	13	2	35	1
Sharpe	24	7	71	7
Pearce	11	2	59	1

## HONGKONG.

## FIRST INNINGS.

R. Hancock, b Main	21
H. B. Makin, b Sparke	14
T. E. Pearce, l.b.w., b Carruthers	46
H. Hancock, b Sparke	27
W. C. D. Turner, not out	20
A. E. Lanning, not out	18
Sundries	3

Four wickets for 144

## THE EVENING FETE.

The Fete on the Cricket ground in the evening was one of the best arranged events of the kind ever held in the Colony in connection with Interport Cricket festivals. It was a perfect night for an open-air festival. There was a very large gathering of ladies and gentlemen on the ground after dinner, and a dense crowd of Chinese gathered outside the ground to witness what was taking place within the enclosure. Illuminated with myriads of coloured lanterns the ground seemed a veritable Fairyland. The railings enclosing the green were festooned with them, while from the high trees at the eastern end of the ground lights twinkled like the little stars above. To Mr. J. Barton belongs the credit of the decorations around the ground while the electric illumination of the pavilion and band stand, which was also very effective, was arranged by Lieut. E. W. Isaacson, R.N., the special supply of current being kindly provided by the Hongkong Electric Company Ltd., who also wired up the cinematograph machine by carrying a wire from Murray Road along the trees. Not a breath of wind arose to mar the effect of the illumination and the scene on the ground on Saturday night will live long in the memory of all present.

It was a happy idea to have an open-air cinematographic exhibition. The pictures were exceedingly good and it was evident that the exhibition was highly appreciated. The arrangement for this was made with the proprietors of the cinematograph who have been exhibiting at the Café Weismann for some

months past, but they have never since their visit to the Colony had such a large audience as they had on Saturday night, nor a more appreciative one. Fireworks, refreshments and the excellent music of the band of H.M.S. "King Alfred" made up the rest of the programme on the ground.

The day's festival concluded with a supper and dance at the Hongkong Club. On these rare occasions, when ladies are permitted to enter, it is superfluous to remark that the opportunity is not neglected, and the Club after ten o'clock on Saturday night was speedily filled with fair women and brave men. His Excellency the Governor and Lady Lugard who came down from Mountain Lodge to witness the Fete remained to supper. The reading room had been prepared for the dance and after the supper the Band of the Middlesex Regiment played dance music, and dancing was kept up with great animation until one o'clock.

## ROYAL HONGKONG YACHT CLUB.

The second Club race was sailed on the 17th instant in a breeze varying in direction from F. by N. to E. by S. and in strength from moderate to strong.

Course—North Fairway Buoy, Trocas Rock buoy, Kowloon Rocks, Channel Rocks, all to starboard—12 miles.

The championship class (the 24 footers "Vernon," "Dione," and "Ailsa," with "Alannah" under a handicap of 30 seconds per mile) started at 11.30. "Vernon" was over the line half a length ahead of "Dione" who was planned on her weather quarter, but "Vernon" sailing very fast with her new hollow cedar wood mast, specially built for her by Holloway of Dublin, soon showed a clean pair of heels and rounded the Fairway buoy nearly 30 seconds ahead of "Dione," close on whose heels followed "Ailsa." "Vernon" increased her lead to a minute by the time the Trocas buoy was reached, but between that point and Kowloon Point "Dione" made up 30 seconds, "Ailsa" and "Alannah" being outpaced. After clearing Kowloon Point "Dione" held on on port tack well towards the Hongkong side. "Vernon" thought to find smoother water on the Kowloon shore and broke tack to starboard. When the yachts met again in mid channel "Dione" forced her formidable rival round and never again lost the lead. She was 15 seconds ahead at Kowloon Rocks and a length only separated the yachts at Channel Rocks. Here "Vernon" lost time in gybing and repairing a carry away, but "Dione" romped home a winner of a very fine race. "Ailsa" sailed well at times and will do better when her new sail is put right. She was sailing with her last year's suit. "Alannah" carried away some gear and gave up.

## The times of finishing were:—

	h.	m.	sec.
Dione, Hon. Mr. F. H. May, C.M.G.	1	44	45
Vernon, Mr. Tucker	1	46	23
Ailsa, Hon. Mr. B. Keswick	1	49	00

As I have called in *The Daily Telegraph* already, the "Lusitania" without being passed held the world's record, 601 miles, previously held by the "Deutschland," for the best days steaming, going seven miles better on Tuesday and sixteen better on Wednesday. And this is not all, for, according to expert opinion, this new boat can do 850 knots in a day if she is pushed to it. When she made 617 miles she was handicapped by one hour and a half of trouble. Something went wrong—nothing very serious—with the forced draught on Tuesday night, and she lost many knots—how many no one was willing to say. That, probably, will not occur when the Queen of the Seas really settles down to her work and essays the task of establishing the new world's record.

Strangely enough, some of the passengers, of whom there were 410 first-class and 473 second, were not satisfied with the work of the "Lusitania." They thought she should have done much better. After 617 miles had been steamed off between Tuesday noon and the noon of the following day, the big liner had logged only 600 miles for the next twenty-four hours, or more correctly, twenty-five nautical hours. But the weather conditions were responsible, not turbines, which, now as from the beginning, work marvellously well.

Those in charge of the ship were happy and smiling, that is all but the chief engineer, who said he had no time to smile or talk about anything. As to the giant's performance, Captain Watt was questioned:

"How do you like the ship, Captain?"

"She's a daisy," he replied, enthusiastically. "Can she do better?"

"Isn't this good enough?" he answered.

"Yes, this is fine," he was told; "but can she beat this record?"

"Yes; it is in her, with good conditions."

"What was her best hourly run, Captain?"

"I think it was 24.76 knots."

Mr. Vernon Brown, American agent of the Cunard Co. declared that the "Lusitania" had made a wonderful trip, but he whispered, repeating the captain's words, "She's got something up her sleeve yet."

After all, one cannot expect a brand new ship, with a scratch crew of sailors, to do her level best on a journey marked during the greater part by head winds and rough seas, albeit the "Lusitania" rides so steadily that seasickness was unknown. During the big run the people all complained of the vibration, but whether it was due to the vessel's 7,000-horsepower, or the vibration, which some believe is incidental to all waterborne structures equipped with screws, was a question of force argument in the passengers' smoke-room, where all such knotty questions come up for settlement. One expert I chatted with aboard said, "It's rubbish to talk about much vibration. There wasn't enough to spill a glass of water on the wash-table. Any vibration there may be is not due to the 70,000-horsepower, but to the lower flanges of the propellers working in a greater density of water than the upper flanges. Revolving in two densities of water necessarily creates a little vibration, but nothing to speak of."

There was a triumphant demonstration in the big liner's dining saloon when a wireless message from *The Daily Telegraph*, congratulating all aboard on the record trip, was read; Colonel Kowalski, of San Francisco, presided, and he said:

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Mr. Nicol has not completed his study of the cipher. When he has he will give the result to the world.

One place enough 9th May. Do not attempt to remove if you know you can keep them safe. Seeking northward to pole from the church in those loved estates. Othello's death in life if you return crestfallen. I left no stone unturned to secure them properly.

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## CLARETS.

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BORDEAUX FRANCE.

## VINTAGE WINES, 1899-1904.

	1 doz. Bottles	2 doz. Bottles	4 doz. Bottles
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COTES	5.00	6.00	9.00
MEDOC	5.50	6.50	9.50
ST. EMILION	6.50	7.50	10.50
MARGAUX	7.00	8.00	11.00
ST. JULIEN	8.00	9.00	12.00
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## THE "LUSITANIA"

CAPTAIN'S STATEMENT.

Hail to the "Lusitania," Queen of the Seas, winner of all records ever written in the nations' maritime annals! This was the keynote of the rousing welcome accorded to the giant liner as she came to New York and her 2,000 eager passengers. It was thundered forth from some unofficial artillery on Long Island, and was taken up after the manner of the sea by every vessel in port with flags to unfurl and steam syrens to shriek. The *Daily Telegraph's* correspondent says:—It would be ridiculous to assume that the vessel's arrival, carrying all Transatlantic records, came as a surprise. Marconiograms had kept us well informed, and it only remained to record that the Lusitania's time in crossing the Atlantic was 4 days 15h 52 min, beating the Hamburg-American's "Deutschland," the previous holder of the Blue Riband, by 1h 46min, while her speed averaged just over 24 knots as compared with the North German Lloyd's "Kaiser Wilhelm II." 23.8, the previous best time.

In commenting upon the "Lusitania's" splendid achievement, it should be borne strictly in mind that she was not out for records this time; such a proceeding would be rash in a liner's second outward trip; and that she did not experience ideal weather conditions. The "Deutschland," in September, 1903, and the "Kaiser Wilhelm II.," in June, 1904, had already crossed the Atlantic many times, were in their best racing trim, and had the finest weather from start to finish. Under any circumstances, the "Lusitania" in regaining for England the supremacy of the Atlantic did magnificently, but there was not a man on the vessel when I boarded her down the bay who did not know, and believe in his heart, that she can and will do much better still. To quote Captain Watt's words: "We still have something up our sleeve."

The "Lusitania" left Southampton's Rock, Queens-town, the starting-post for the Transatlantic passage, at 10.25 a.m. on Sunday, and between that place and Sandy Hook Lightship, New York, where the journey ends, there were only four full days' steaming as follows:

	Miles.
Monday	590
Tuesday	608
Wednesday	617
Thursday	606

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## ROBINSON PIANO CO., LTD.

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## NEW STOCK.

Hongkong, 6th November, 1907.

Captain Jacob Miller, of New York, spoke upon a concert of marine progress, and was followed by the Venerable Rev. Dr. Robert Collyer, of New York, who said: "It has been a marvellous performance. Ours is the noblest vessel afloat, and this has been the finest trip I ever made."

With great modesty Captain Lancaster offered the following "limerick" as a personal contribution to the evening's festivity:

There was a young man in Westphalia,  
Who had charge of much costly regalia,  
To his sweetheart he said,  
"We'll call our first girl Lucy Tania."

He was allowed to live. What with song, speech, and humorous readings the demonstration proved a great success. 610 odd was collected and promptly sent down to the ship's store.

All night the "Lusitania" lay peacefully anchored off Sandy Hook, and then at ten this morning she steamed majestically and triumphantly across the bay to her landing pier. It was a perfect morning, blue sky, blue sea, and floods of glorious sunshine. There were great crowds all along the water-front to see the record-breaking boat coming in. At her pier below Fourteenth street



## BANKS

Aug 24th July, 1907. 1099



## INTIMATIONS

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THE ORCHESTRELLER CO.'S

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"AERIOLA"

PIANO PLAYERS

RETURNED AFTER A FEW MONTHS

ON HIRE

REDUCED TO \$350.

A MARVEL OF MECHANICAL GENIUS  
AND THE MOST PERFECT INSTRUMENT ON THE MARKET.A WRITTEN GUARANTEE GIVEN  
WITH EACH INSTRUMENT.

SOLE AGENTS:

S. MOUTRIE & CO., LTD.  
York Building, Chater Road.

Hongkong, 13th November, 1907. 38-1

DR. M. H. CHAUN.

THE latest Method of the AMERICAN  
SYSTEM OF DENTISTRY.  
39, QUEEN'S ROAD CENTRAL.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 17th April, 1907. 1444

SIEN TING.

SURGEON DENTIST.

No. 10, D'AGUIAR STREET

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905. 1540

DAVID CORSE & SON'S  
MERCHANT-NAVY  
NAVY BOILED  
LONG FLY  
RELIABLE CROWN  
TARPAULING  
AEBHOLD, KARBBERG & CO.  
Sole Agents.

BOARD AND RESIDENCE

PRIVATE BOARD AND RESIDENCE

MRS. GILLANDERS

"CLAREMONT,"

2 &amp; 4, KENNEDY ROAD.

Hongkong, 9th February, 1907. 1530

FIRST-CLASS BOARD &amp; RESIDENCE

"BRAESIDE"

A LARGE AND COMMODIOUS  
RESIDENCE standing in its own  
grounds, with Tennis Courts, Good Dining and  
Reception Rooms, Large Kitchen, and Well  
Furnished Bedrooms, every home comfort. Fine  
View of the Harbour; Terms moderate.  
Apply to—Mrs. F. W. WATTS,  
"Braeside," 20, Macdonnell Road  
(late of "Tang Yuen"). 143  
Hongkong, 27th June, 1905.

## TO LET

TO LET.

"FATHERLEIGH," CONDUIT ROAD.

A HOUSE in CLIFTON GARDENS, Conduit

Road.

OFFICES in YORK BUILDING.

GODOWNS in PRATA EAST, BLUE

BUILDINGS and No. 16B, Des Vaux Road

next to the HONGKONG HOTEL.

FLATS in MORRISON TERRACE.

Apply to—

THE HONGKONG LAND INVEST-

MENT &amp; AGENCY CO., LTD.

Hongkong, 9th November, 1907. 1782

TO LET—FURNISHED.

"SLEIMISH" No. 101, The Peak.

Apply to—

MESSRS. HASTINGS &amp; HASTINGS,

Solicitors,

88, Queen's Road Central, Hongkong.

Hongkong, 4th September, 1907. 1445

TO LET.

UPPER Level, TWO ROOMS, in private

family. Tennis Court.

For particulars apply to—

E. H. L.,

Care of "Daily Press" Office.

Hongkong, 29th October, 1907. 1735

TO LET.

FIRST Class European Houses, Lochiel

Terrace and Humphreys Avenue Kow-

loon.

Apply to—

HERMAN &amp; CO.,

Care of China Merchants S. N. Co.

Hongkong, 1st October, 1907. 1580

TO LET.

NO. 5, ORMSBY TERRACE, Kowloon

Apply to—

SPANISH PROCURATION.

Hongkong, 18th October, 1907. 1677

TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply to—

SECRETARY,

A. S. WATSON &amp; Co., Limited,

Hongkong, 23rd April, 1907. 1800

## TO LET

TO LET.

THE WHOLE of the SECOND FLOOR  
of No. 34, Queen's Road Central, (opposite  
the General Post Office). The Rooms are light,  
spacious and well ventilated; 13 in number  
beside kitchen, pantry, bathroom, servants  
quarters etc. Very moderate rent. Immediate  
possession. Apply to—

YEE SANG FAT &amp; CO.,

Same Address.

Hongkong, 7th October, 1907. 1627

TO LET.

"STONHEVED" 35, Robinson Road.

59, CAINE ROAD.

Nos. 27, 31 and 33, SEYMOUR ROAD.

Apply to—

SAM WANG CO. LTD.,

81, Queen's Road Central.

Hongkong, 8th November, 1907. 1103

TO LET.

NO. 4, QUEEN'S GARDENS—7 Rooms

and 4 Bathrooms, lately colour-washed,

painted and repaired throughout. Electrical

fittings, &amp;c. can be taken over at a valuation.

Apply to—

H. H.

Care of DENISON, RAM &amp; GIBBS.

Hongkong, 5th November, 1907. 1769

TO LET.

SHOPS and FLATS in Des Vaux Road,

Central.

No. 14, SALISBURY AVENUE, Kowloon.

No. 3, EAST TERRACE, Kowloon.

Apply to—

HUMPHREYS ESTATE &amp;

FINANCE CO., LTD.

Hongkong, 15th July, 1907. 1155

TO LET.

"GLENWOOD" CAINE ROAD, suitable

for a Boarding house or Club. Con-

taining 26 Rooms.

OFFICES on the Third Floor of "HOTEL

MANSIONS" 3 ROOMS Corner over Messrs.

Krusse &amp; Co. Fine position. Cheap rental.

BEACONSFIELD ARCADE, Fine Offices

and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL.

Top Floor (over Caldwell MacGregor).

OFFICES in Queen's Road Central.

BELLIO TERRACE HOUSES,

ROBINSON ROAD.

"THE EYRIE" Peak (Furnished) for 3

Months from 1st September 1907. Cheap

Rental.

BISHOP'S LODGE SOUTH (P&amp;K)

Partly Furnished, Immediate Possession.

No. 1, MOUNTAIN VIEW (P&amp;K)

Furnished. For 4 or 5 months from 1st

December, 1907.

No. 6, DES VEAUX VILLAS (P&amp;K).

No. 2, BEACONSFIELD ARCADE.

No. 55, ELGIN STREET (Corner House)

Apply to—

LINDSTADT &amp; DAVIS.

3rd Floor, Alexandra Buildings.

Hongkong, 25th September, 1907. 1102

TO LET.

IMMEDIATE POSSESSION.

NO. 2, HOLLYWOOD ROAD.

Apply to—

ARRATON V. APCAR &amp; Co.,

45, Wyndham Street.

Hongkong, 2nd March, 1907. 491

TO LET.

GROUND FLOOR of No. 4, Des Vaux

Road including a Strong Room and

servants' quarters.

The Top Floor of No. 2, Wyndham Street

lately vacated by the Hotel Baltimore, suitable

for a Club or Boarding House.

Apply to—

DAVID SASSOON &amp; Co. Ltd.

Hongkong, 11th November, 1907. 1638

TO LET.

NO. 2, MACDONNELL ROAD.

Apply to—

COMPRADORE'S DEPARTMENT,

Nippon Yusen Kaisha.

Hongkong, 3rd June, 1905. 197

TO LET

IMMEDIATE POSSESSION.

GODOWNS Nos. 95, 97, 99 and 101, Praya

East.

Apply to—

CHATER &amp; MODY,

Victoria Buildings.

Hongkong, 20th June, 1907. 1089

TO LET.

NO. 33, CAINE ROAD.

AUCTION ROOMS, No. 2, Zetland Street.

No. 2, FAIRVIEW, ROBINSON ROAD,

Kowloon.

Apply to—

LEIGH &amp; ORANGE,

1, Des Vaux Road.

Hongkong, 9th October, 1907. 84

TO LET.

A HOUSE in KNOTSFORD TERRACE

KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-

MENT AND AGENCY CO., LTD.

Hongkong, 1st November, 1907. 152

TO LET.

NO. 5, MORRISON HILL.

One FOUR ROOMED HOUSE at Praya

East, near East Point.

Apply to—

JARDINE, MATHESON &amp; Co., Ltd.

Hongkong, 21st October, 1907. 1690

TO LET.

NOS. 2 and 5 Observatory Villa, Kowloon.

Moderate Rental. Tennis Court and

Electric Lights.

Possession 1st November, 1907.

Apply to—

ARRATON V. APCAR &amp; Co.,

45, Wyndham Street.

Hongkong, 5th October, 1907. 1620

## SCIENTIFIC MISCELLANY.

A BOTANICAL PUZZLE—OVERLOOKED EYE  
STRAIN—CURIOUS SNOW FORMATION—  
ULTRAVIOLET MICROSCOPY—A CANAL  
ELEVATOR—DROWNING NOT DUE TO CRAMP  
—STRONG GIB MANTLES—GARDEN CITIES.Curious twists are observed in many tree  
trunks, and the inquiry just begun in Europe  
suggests the surprising conclusion that they are  
produced by the earth's rotation, like the twists  
of storms and the whirled seen in water. Van  
den Broek, the Belgian geologist, points out  
that if conditions of growth were the cause the  
torsion should follow the sun's apparent path.  
In at least 90 out of 1000 trees the reverse is  
true, and it may be that the twist is usually to  
the left in the northern hemisphere and to the  
right—or with the clock—in the southern hemi-  
sphere, like the turn of the cyclonic storms and  
water vortices. This difference is due to the  
earth's rotation. Jean Brunhes notes that it  
was shown some years ago that the winds due to  
the earth's motion blow steadily at a season  
when vegetation is active and sensitive, and a  
slight continuous bending and turning them  
would be likely to affect the tree permanently.At least 90 per cent of all cases of neuralgic  
headache are attributed by Dr. Toms, an  
American oculist, to defects of the eyes. These  
were mostly slight errors of refraction or mus-  
cular derangement, entirely unsuspected in 600  
patients, and most cases required no treatment  
except properly adjusted glasses. A much  
neglected condition of the young is premature  
long-sightedness, which may cause alarming  
headaches and insomnia.The rare phenomenon of "snow garlands"  
was first described by Hellmann in March, 1889.  
As seen last January by Dr. Kassner of Berlin,  
the garland is a rope-like ring of melting snow  
hanging pendant from the edge of the roof, in  
the shape of a very flat U.One of the marvels of modern research is the  
photographing of man's unseen objects by  
means of invisible light. The details shown by  
a microscope are increased not only by using  
higher magnifying power, but also by employing  
light of shorter wave-length, and nearly twenty  
years ago it was suggested that ultraviolet light  
should bring out in photographs many minute  
features that cannot be revealed by the much  
longer waves of ordinary light. The sugges-  
tion proved impracticable on account of the  
difficulty of focusing invisible images and  
because the glass lenses were almost com-  
pletely opaque to ultra-violet light. The per-  
fected ultra-violet microscope brought out  
by Kohler uses fused quartz for the properly  
corrected lenses and also for the prisms of the  
spectroscope yielding the ultraviolet rays from  
the spark of cadmium, and a fluorescent screen  
over the eyepiece lights up under these rays,  
supplying a focusing finder. With this  
apparatus very remarkable pictures have been  
obtained. A further improvement has now  
been made by W. T. Swingle and L. J. Briggs  
of the U. S. Department of Agriculture, who  
obtain a more exact focus of just the details  
wanted by the visible image given by the  
cadmium spark, a pure blue light, then turn on  
the ultra-violet rays to give the impression on  
the sensitive plate. In this way minute details  
are pictured very distinctly.The great ship-elevator just completed at  
Hendriksburg, Germany, connects two canals  
having a difference in level of 45 feet. The  
vessel is transported in a movable tank, which  
is balanced by five submerged floats connected  
with the tank by five columns, and the loads is  
regulated by adding or letting out water. The  
elevator movements are controlled by four  
electrically-driven screw-spindles, each 80 feet  
long and 11 inches in diameter. The gates of  
tank and canals are locked until accurate con-  
nection is made, and as they are raised all  
leakage is prevented by rubber jointing.Renewed attention has been called to the  
probable explanation of many cases of drowning  
that was some years ago advanced by Dr. Lowrie,  
a British physician, as a result of his own ex-  
perience. After crying on a hot day, he took a  
swim in cold water, and was soon seized with  
headache, dizziness and drowsiness, while  
muscular effort became feeble and sluggish. In  
many similar cases, he believes, the swimmer  
loses consciousness—or faints—from cerebral  
anemia. If there is no help near, the result is  
another drowning accident, and the report of it  
will probably state that the victim "was seized  
with cramps, and sank." Swimming in cold  
water is dangerous if the circulation is weakened  
from any cause, especially after a fast of several  
hours, or if there is any heart trouble.The "Carcrofin" incandescent gas mantle,  
the new product of a Berlin firm, is claimed  
to have great durability, and to be so strong  
that, after the flame is burned off, it can be taken  
in the hand and bent double without injury.  
Under similar treatment an ordinary mantle  
would break into many pieces. The improve-  
ment consists in the use of a new textile basis,  
which, instead of being cotton or ramie, is ar-  
tificial silk made from cellulose by the copper  
process. The new mantles appear much finer  
in texture than the old.The problem of race suicide will be simplified  
by the better housing of working people. As  
the result of an experiment—costing \$1,500,000  
—by an English manufacturer, a garden colony  
for employees is reported to have a birth-rate of  
56 and a death-rate of only 9 per 1000, while the  
children of 7 are 3 inches taller and 7 pounds  
heavier, and those of 11 years are 5½ inches  
taller and 20 pounds heavier, than the average of  
children of the same ages among the labouring  
classes of Liverpool.

## SHARE REPORT.

Messrs. Erich Georg & Co. say in their weekly  
share report, dated November, 16th 1907—  
Only a small business has been transacted  
during the week under review, and the market  
closed rather quiet. The sterling demand rate  
of exchange on London closed at 2s. 0½d., while  
rates on Shanghai are 1s. 7½d. for a Bank T/T,  
and 1s. 7¼d. for a three days' sight Private Bill.  
Barometer in London is quoted 29½, and  
Consols 88½.BANK SHARES.—A few odd lots of Hong-  
kong and Shanghai sold at \$600 for old, and  
\$655 for new shares, at which figures sellers  
rule the market; the London rates are 274 and  
272 respectively. Nationals are unchanged.MARINE INSURANCE SHARES.—No business  
has been reported and quotations are unchanged,  
with the exception of North China, which have  
buyers at 111 75.FIRE INSURANCE SHARES.—Hongkong  
sold at \$310, \$311½, \$312½, and \$315, and Chinas  
at \$37½ and \$38, both stocks closing steady at  
the best rates.SHIPPING SHARES.—Hongkong, Canton and  
Macao changed hands at \$30 and \$30½ each,  
closing with further buyers at \$31½, and sellers  
at \$30½: a sale at \$3½ for end of December has  
been effected. Shell Transports have sellers at  
42½. London quoting sellers at 40s. Other  
stocks under this heading are unchanged, and  
no sales have been reported.REFINING SHARES.—China Sugars are on offer at  
\$103, with small buyers at \$100. Luzons are  
for sale at the reduced rate of \$15, without  
flaming buyers.MINING SHARES.—Charbonnages are un-  
changed. A few Raubers are obtainable at 88½.  
Chinese Engineering and Mining Company's  
shares have buyers at 11½; the total out-put  
of the Company's three mines for the week  
ended 26th ultimo, amounted to 26,094 tons of  
coal, and the sales during the same period to  
12,500 tons.DOCKS, WHARVES, GODOWNS, &c.—Hong-  
kong and Whampoa Docks have sellers at \$89;  
after sales at \$98. Penicins are on offer at  
\$16 and New Amoy Docks at \$104. Shanghai  
Docks have dropped in the north to 11½. 72  
Hongkong and Kowloon Wharves sold in a  
small way at \$67. Shanghai and Hongkong  
Wharves can be placed to the north at the  
reduced rate of 11s. 20d.LANDS, HOTELS AND BUILDINGS.—A few  
Hongkong Land Investment and Agency Co.'s  
shares sold at \$95, and \$96 at which latter rate  
there were sellers. Humphreys sold and have  
buyers at \$104. Other stocks under this head-  
ing unchanged and without sales.COTTON MILLS.—Shanghai quotations are  
Two Tls. 33. Internationals Tls. 52, Lion  
Kung Mow Tls. 30, and Sanyang Tls. 280.  
Hongkong Cottons have sellers at \$10.SUNDEY MANUFACTURING COMPANIES.—  
Hongkong Electric fetched \$15. Green Island  
Cement at \$11½ and have further sellers.  
Other stocks under this heading without sales  
and unchanged.MISCELLANEOUS.—Campbell, Moore & Co.'s  
have fallen to sellers at \$15. China Tobacco  
changed owners at \$104 and \$104½, and are  
wanted at the higher rate. China Providents  
have sellers at \$94. Langkats, after improving  
to 11s. 32½, are quoted 11s. 33½. Watsons  
have sellers at \$11; an interim dividend on  
account of the present year, of 30 cents per  
share, will be payable on 21st instant, transfer  
books closing from 18th to 21st instant, both  
days inclusive. Other stocks under this heading,  
unchanged and without business.

## CLAYS IN MANCHURIA.

QUANTITIES AND QUALITIES.  
The American Consul at Harbin has made  
the following translations from a Russian news-  
paper on the deposits of clay and cement and  
other joining materials which are stated to exist  
in large quantities in Manchuria.Fire clay is found along the banks of many  
mountain streams, and is very useful for the  
best chinaware, being pure white. There is  
also a light yellowish or reddish fire clay which  
exists in large quantities and can be utilized for  
fireproof material. Fusible clay which is soft  
and in an admixture with water is highly  
plastic and easy of dissolution, is of great  
value in removing grease spots, and can also  
be used as cloth rolling clay. Brick clay  
which is the most common variety, is used  
extensively for building purposes, especially in  
Harbin and the surrounding towns. Along the  
Sungari and Nonni-rivers there are many  
deposits of sandy and blue clays, and in the  
sandy varieties are found gold leaves. In ad-  
dition to other clayey compositions deposits of  
lime marl are found, also water stone, which is  
valuable for the manufacture of dynamite,  
crystal glass, and enamel, and for polishing  
and cleaning.The principal joining materials used in  
structural work on the local markets of  
Manchuria are lime, hydraulic lime, gypsum,  
Roman cement, and Portland cement. Lime-  
stone is found along the Ashehe and Syaolin  
ridges, and in the southern portion of the  
Shibole and Aloia ridges, where it is of  
comparatively recent origin, very grainy, and  
light, often containing a considerable mixture  
of sand and clay, and is suitable for the  
manufacture of hydraulic lime. Crystalline  
limestone, having somewhat the appearance  
of marble, is found in the Iwo Lin  
ridge. The most important of all joining  
materials is Portland cement, which is made  
by burning until the lime or the mixture of  
clay and lime is thoroughly baked, after which  
it is pulverized. Roman cement is made by  
burning at a low temperature. It does not slack  
by wetting and is easily pulverized by machinery.  
Although there is an abundance of lime in Man-  
churia, there is no production of such cement in  
the Russian Far East. Gypsum, in connection  
with subhyrite, is found in large quantities near  
Feichuan-sheng, Mergen, and Saimatai, and is  
usually accompanied with sulphurous or evi-  
dently of secondary formation. The gypsum near  
Saimatai is of a compact, hard, grainy nature,  
and resembles alabaster. Some of the Man-  
churian gypsum contains about 6.20 per cent. of  
iron oxide and iron pyrites, which does not by  
any means decrease its value in making joining  
material.

**Wm. WHITELEY LTD.**  
Universal Providers,  
WESTBOURNE GROVE, LONDON, W.  
**THE BIGGEST STORE**



## SHIPPING.

## ARRIVALS.

AMIGO, German str., 822, T. N. Daltz, 17th November—Haiphong 15th and Hoibow 16th November, General—Jensen & Co.  
 ARABIA, German str., 2,868, C. Neumann, 16th Nov.—Portland 2nd Oct., Flou—Portland Asia S. S. Co.  
 BARKSTON, British str., 2,750, S. D. Saborao, 16th Nov.—Portland 25th Nov. West.  
 CHILDER, Norwegian str., 1,102, A. Angelsen, 16th Nov.—Bangkok Nov. 6th, via Swatow 15th, General—Nippon Yusen Kaisha.  
 CHINA, American str., 3,180, J. F. Robinson, 16th November—San Francisco 16th Oct. and Manila 14th Nov., Mails and General—Pacific Mail S. S. Co.  
 CHINA, Austrian str., 3,555, A. de Peters, 17th November—Kobe Nov. 9th, and Shanghai 14th, General—Sander, Wieler & Co.  
 CLIO, British sloop, 1,078, C. D. S. Raikes, 15th November—Pakboi 11th November.  
 E. F. FERDINAND, Austrian str., 3,873, C. Matovich, 16th Nov.—Singapore 10th Nov., General—Sander, Wieler & Co.  
 HALLAN, French str., 377, Andersen, 15th Nov.—Hoibow 14th Nov., General—A. R. Marty.  
 HAINUN, British str., 636, A. J. Robinson, 17th Nov.—Foschoy Nov. 14th, Amoy 15th and Swatow 16th, General—Douglas, Lapraik & Co.  
 HANGKANG, British str., 1,356, S. Wilde, 17th Nov.—Shanghai and Swatow 16th Nov., General—Jardine, Matheson & Co.  
 HELENE, German str., 771, J. Jensen, 17th November—Swatow 17th Nov., General—Jensen & Co.  
 KWEILIN, British str., 16th Nov.—Canton.  
 LOCKSUN, German str., 1,175, W. Taubert, 16th November—Bangkok 2nd November, 16th Nov.—Butterfield & Swire.  
 MACHUW, German str., 993, H. Zöllner, 16th Nov.—Bangkok, Kobe, and Swatow 7th Nov., General—Butterfield & Swire.  
 MEYPOO, Chinese str., 17th Nov.—Canton.  
 M. S. DOLLAR, British str., 2,674, C. H. Cross, 16th November—Moji 11th Nov., Coal—Mitsui Bussan Kaisha.  
 SUNGKIANG, British str., 987, G. H. Ponze, 15th November—Hoilo 11th Nov., Ballast—Butterfield & Swire.  
 TANGO MARU, Japanese str., 7,463, H. E. Moss, 17th Nov.—Shanghai 14th Nov., General—Nippon Yusen Kaisha.  
 YOHOW, British str., 1,306, F. Northcombe, 17th November—Shanghai Nov. 13th, and Swatow 16th, General—Butterfield & Swire.  
 ZWIKER, British str., 941, A. Ramsey, 17th Nov.—Sumatran 6th Nov., Sugar & Cotton—Chinese.

## DEPARTURES.

16th November.  
 ARGADIA, British str., for Europe & C.  
 GLENVALLEY, British str., for Amoy.  
 GUINNESS, German str., for Taikeo.  
 HAKOI, French str., for Haiphong.  
 MATHILDE, German str., for Hoibow.  
 MUREX, British str., for Swatow.  
 PAOTING, British str., for Canton.  
 RAJAN, German str., for Bangkok.  
 RIJUN MARU, Japanese str., for Moji.  
 SHAWMUT, A. str., for Shanghai & Tacoma.  
 SIBERIA, American str., for San Francisco.  
 TRACER, British str., for Singapore.  
 WAKABA MARU, Japanese str., for Kobe.  
 ZAFIRO, British str., for Manila.  
 17th November.  
 CHIPPING, British str., for Taingtau.  
 DEWATONG, German str., for Swatow.  
 HAITAN, British str., for Swatow.  
 J. DIEDERICHSEN, German str., for Swatow.  
 JOHANN, German str., for Hoibow.  
 JOSEPH MARU, Japanese str., for Swatow.  
 KWONGSANG, British str., for Swatow.  
 KWAHONG, British str., for Shanghai.  
 TUMAHU, Dutch str., for Sourabaya.  
 WAKABA MARU, Japanese str., for Moji.  
 YUKSANG, British str., for Ningpo.

## SHIPPING REPORTS.

The French str. *Italian* reports: Moderate breeze and sea, fine weather.  
 The German str. *Maecher* reports: Strong N. monsoon, heavy N.E. & N.N.E. swell running.

## VESSELS IN DOCK.

November 16th.  
 ARREDDEN DOCKS.—  
 KOWLOON DOCKS.—  
 COSMOPOLITAN DOCKS.—

## VESSELS ON THE BERTH

THE RUSSIAN VOLUNTEER FLEET.  
 For CONSTANTINOPLE, ODESSA AND BLACK SEA PORTS.

THE Steamship  
 "KIEW,"  
 will be ready to load TO-DAY the 18th November.  
 For Freight or Passage, apply to  
 MELCHERS & CO.,  
 Agents.  
 Hongkong, 13th November, 1907. 1712

DOUGLAS STEAMSHIP COMPANY LIMITED.  
 FOR SWATOW, AMOY AND FOCHOW.  
 THE Company's Steamship  
 "HAIMUN,"  
 Captain A. J. Robinson, will be despatched for the above Ports TO-MORROW, the 19th inst., at 10 a.m.  
 For Freight or Passage, apply to  
 DOUGLAS, LAIPRAIK & Co.,  
 General Managers,  
 Hongkong, 15th November, 1907. 1834

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
 Calling at Timor, Port Darwin, and Queensland Ports, and taking through cargo to Adelaide, New Zealand, Tasmania, &c.

## THE Steamship

"EASTERN,"  
 Captain McArthur, will be despatched for the above Ports TO-MORROW, the 30th inst., at Noon.  
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, ice, &c., throughout the voyage.  
 This Steamer is installed throughout with the Electric Light.  
 A Stewardess and a duly qualified Surgeon are carried.  
 N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.  
 For Freight or Passage, apply to  
 GIBB, LIVINGSTON & Co.,  
 Agents.  
 Hongkong, 4th November, 1907. 1787

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & C. VIA USUAL PORTS OF CALL.	DEVANHA	Brit. str.	—	T. H. Hilde, R.N.R.	P. & O. S. N. Co.	On 30th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE & C.	NOKE	Brit. str.	—	G. Phillips	P. & O. S. N. Co.	About 4th December.
MARSEILLES & C. VIA PORTS OF CALL.	TOKIN	Frenc. str.	—	Charbonnel	MESSAGERIES MARITIMES	On 28th inst., at 1 p.m.
MARSEILLES, HAYRE & GOTHENBURG & C.	CANTON	Swed. str.	—	—	MELCHERS & CO.	End of November.
HAYRE & HAMBURG VIA STRAITS & C.	SITHONIA	Ger. str.	k.w.	Brehmer	HAMBURG-AMERIKA LINIE	On 21st inst.
NAPLES, HAYRE & HAMBURG VIA STRAITS & C.	SCANDIA	Ger. str.	k.w.	Bahle	HAMBURG-AMERIKA LINIE	On 11th December.
NAPLES, GENOA, ALGIERA—GIBRALTAR & C.	PRINZ LUDWIG	Ger. str.	—	v. Döhren	HAMBURG-AMERIKA LINIE	On 9th January.
TRIESTE & C. VIA SINGAPORE & C.	CHINA	Aus. str.	—	C. Binzer	MELCHERS & CO.	On 21st inst., at Noon.
CONSTANTINOPLE, ODESSA & BLACK SEA PORTS	KIEW	Rus. str.	—	—	SANDER, WIELER & CO.	About 21st inst.
NEW YORK VIA PORTS & SUEZ CANAL	ATHOLL	Am. str.	—	—	MELCHERS & CO.	Quick despatch.
NEW YORK VIA PORTS & SUEZ CANAL	SCHUTTKILL	Brit. str.	—	—	MELCHERS & CO.	About 3th inst.
NEW YORK VIA SHANGHAI JAPAN, & C.	EMPEROR OF JAPAN	Brit. str.	2 m.	—	STANDARD OIL CO.	About 10th December.
VICTORIA (B.O.) & TACOMA VIA JAPAN	IREMONT	Am. str.	—	T. W. Garlick	CANADIAN PACIFIC R. CO.	On 21st inst., at 4 p.m.
CALLAO AND IQUIQUE, VIA JAPAN PORTS & C.	KATHERINE PARK	Brit. str.	—	—	TOYO KISEN KAISHA	On 10th December.
AUSTRALIAN PORTS VIA TIMOR, PORT DARWIN & C.	EASTERN	Brit. str.	—	—	GIBB, LIVINGSTON & CO.	Middle of December.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	G. V. Eidy	BUTTERFIELD & SWIRE	On 30th inst., at Noon.
JAPAN	JINZ SIGISMUND	Ger. str.	—	D. Lenz	MELCHERS & CO.	On 4th Dec., at 4 p.m.
TIENSIN	TUINAN	Dut. str.	1 m.	C. Lindbergh	BUTTERFIELD & SWIRE	On 25th inst., at 4 p.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	HUGHOW	Brit. str.	—	H. Kirchner	MELCHERS & CO.	About 25th inst.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	P. R. LUTFELD	Ger. str.	—	M. Nemoto	OSAKA SHOSEN KAISHA	To-morrow, at 8 a.m.
SHANGHAI, YOKOHAMA, KOBE, MOJI & NAGASAKI	SHOSHU MARU	Jap. str.	—	S. H. Bohn	DAVID SASSOON & CO., LTD.	To-morrow, at Noon.
SHANGHAI	GREGORY APCAR	Brit. str.	—	S. M. Reynolds	JARDINE, MATHESON & CO., LD.	On 20th inst., at 4 p.m.
SHANGHAI & CHINKIANG	TINGANG	Brit. str.	—	H. A. Bards	BUTTERFIELD & SWIRE	On 20th inst., at D'light.
SHANGHAI, YOKOHAMA & KOBE	KWEILIN	Brit. str.	1 m.	—	HAMBURG-AMERIKA LINIE	On 20th inst.
SHANGHAI, KOBE & YOKOHAMA	E. F. FERDINAND	Aus. str.	—	—	P. & O. S. N. Co.	On 23rd inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	DORTMUND	Ger. str.	k.w.	C. L. Daniel, R.N.R.	P. & O. S. N. Co.	About 24th inst.
SHANGHAI	DIANZA	Brit. str.	—	—	MELCHERS & CO.	End of November.
SHANGHAI YOKOHAMA & KOBE	SIAM	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	On 2nd December.
SHANGHAI, KOBE & YOKOHAMA	SCANDIA	Dut. str.	k.w.	v. Döhren	MELCHERS & CO.	About 4th December.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YORK	Ger. str.	—	A. J. Randermann	BUTTERFIELD & SWIRE	On 21st inst., at 4 p.m.
NIINGPO & SHANGHAI	PAOTING	Brit. str.	1 m.	Cogan	DOUGLAS LAIPRAIK & CO.	To-morrow, at 10 a.m.
SWATOW, AMOY & FOCHOW	HAIMUN	Brit. str.	2 h.	A. J. Robinson	BUTTERFIELD & SWIRE	On 20th inst., at 4 p.m.
SWATOW & SHANGHAI	YOHOW	Brit. str.	1 m.	F. Northcombe	BUTTERFIELD & SWIRE	On 23rd inst., at 4 p.m.
SWATOW & SHANGHAI	KUYIANG	Brit. str.	1 m.	H. A. Wavell	SHAWAN, TOMES & CO., LD.	To-morrow, at 4 p.m.
MANILA	ZAFIRO	Brit. str.	—	A. Fraser	BUTTERFIELD & SWIRE	On 23rd inst.
MANILA	SUNGKIANG	Brit. str.	—	G. H. Pennesfether	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
MANILA	LOONGSANG	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & CO., LD.	To-morrow, at 4 p.m.
CEBU & LOILO	RUBI	Brit. str.	—	R. Almond	MELCHERS & CO.	To-morrow, at 3 p.m.
KUDAT & SANDAKAN	KASHING	Brit. str.	1 m.	T. W. Pickard	JARDINE, MATHESON & CO., LD.	To-morrow, at 3 p.m.
SINGAPORE	BORABO	Ger. str.	—	F. Sembil	MELCHERS & CO.	To-morrow, at 3 p.m.
SINGAPORE, PENANG & CALCUTTA	LAISANG	Brit. str.	—	W. D. Welch	JARDINE, MATHESON & CO., LD.	To-morrow, at 3 p.m.
SAMARANG & SOERABAYA	TIJNAHI	Dut. str.	—	E. J. Tadd	JARDINE, MATHESON & CO., LD.	To-morrow, at 3 p.m.

## INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
 FOR SINGAPORE "SUISANG" Monday, 18th Nov. 3 p.m.  
 FOR SINGAPORE, PENANG & CALCUTTA "LAISANG" Tuesday, 19th Nov. 3 p.m.  
 FOR SHANGHAI "TINGSANG" Wednesday, 20th Nov. 4 p.m.  
 FOR SHANGHAI "HANGSANG" Wednesday, 20th Nov. 4 p.m.  
 FOR MANILA "KLOONGSANG" Friday, 22nd Nov. 4 p.m.  
 REDUCED FARES TO STRAITS AND CALCUTTA  
 Hongkong to Singapore 1st Class, Single \$ 85. Return \$100  
 " " " " " 150 " 250  
 " " " " " 165 " 250  
 \* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.  
 \* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.  
 For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,  
 Hongkong, 18th November, 1907. GENERAL MANAGERS. 18

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 23rd November.
ZAFIRO	2540	A. Fraser	Manila	On 30th November.

For Freight or Passage apply to  
 SHEWAN, TOMES & CO.,  
 GENERAL MANAGER.  
 Hongkong, 18th November, 1907. 15

## HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.  
 FOR NEW YORK VIA PORTS AND SUEZ CANAL.  
 (WITH LIBERTY TO CALL AT THE MALABAR COAST).  
 S.S. "ATHOLL" ... About 30th November.  
 S.S. "INDRAPURA" ... About 14th December.  
 For freight and further information apply to  
 SHEWAN TOMES & CO.,  
 GENERAL AGENTS.  
 Hongkong, 15th November, 1907. 16

## EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.  
 RUSSIAN EAST ASIATIC CO., LD.,  
 ST. PETERSBURG & VLADIVOSTOCK.  
 SWEDISH EAST ASIATIC CO., LD.  
 GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.  
 SUBJECT TO ALTERATION.  
 DESTINATION STEAMERS DATE OF SAILING.  
 MARSEILLES, HAYRE, COPEN- "CANTON" End of November.  
 HAGEN AND GOTHENBURG  
 SHANGHAI, YOKOHAMA AND KOBE "SIAM" End of November.  
 For Further Particulars, apply to  
 MELCHERS & CO.,  
 AGENTS.  
 Hongkong, 8th November, 1907.

## NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.  
 CONNECTING AT TACOMA WITH  
 NORTHERN PACIFIC RAILWAY COMPANY.  
 PROPOSED SAILINGS FROM HONGKONG FOR  
 VICTORIA, B.C., AND TACOMA  
 VIA  
 MOJI, KOBE AND YOKOHAMA.

Steamers	Tons.	Captain.	Sailing Date.
* TREMONT	9,606	T. W. Garlick	On 10th December.
* SUVERIO	6,232	W. Shotton	On 4th January, 1908.
* KUMERIC	6,232	Cowley	On 28th January, 1908.
* SHAWMUT	9,606	E. V. Roberts	On 21st February, 1908.

\* Cargo only.  
 CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.  
 \* The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures standstill at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.  
 For further information apply to—  
 DODWELL & CO., LIMITED,  
 GENERAL AGENTS.  
 QUEEN'S BUILDINGS.  
 Hongkong, 18th November, 1907. 7

## HAMBURG-AMERIKA LINIE PASSENGER SERVICE.

BY the new steamers, "RHEINLANA," "HAMBURG" and "HOHENSTAUFEN." These have very large cabins, provided with ONLY LOWER BERTHS. The cabins are amidship and fitted with fans. Laundry on Board. Doctor and Stewardesses carried. These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE, YOKOHAMA	FOR THE STRAITS, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAYRE, & HAMBURG
SCANDIA ... 2nd December	SILESIA ... 11th December
HAMBURG ... 2nd Jan., 1908	SCANDIA ... 9th Jan., 1908
RHEINLANA ... 2nd Febr., 1908	HAMBURG ... 5th Febr., 1908
	RHEINLANA ... 5th March, 1908

NEXT SAILINGS OUTWARD:  
 DORTMUND ... FOR SHANGHAI, KOBE & YOKOHAMA ... 23rd Nov.  
 SCANDIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 2nd Dec.  
 C. FIED. LAESZ ... FOR SHANGHAI, KOBE & YOKOHAMA ... 14th Dec.  
 NEXT SAILINGS HOMEWARD:  
 Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, GLOUCESTER, GLASGOW, TRINITY, GENEVA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

SITHONIA ... HAYRE & HAMBURG ... 21st Nov.  
 \* SILESIA ... NAPLES, HAYRE & HAMBURG ... 11th Dec.  
 SCANDIA ... HAYRE & HAMBURG ... 9th Dec.  
 \* SILESIA ... NAPLES, HAYRE & HAMBURG ... 5th Jan. 08  
 \* Special attention of intending Passengers is drawn to the splendid accommodation of this Steamer. Saloon and cabins amidship. Lighted throughout by electricity. Duly qualified Doctor and stewardess carried. Laundry on board.

## VESSELS ON THE BERTH

FOR SHANGHAI, YOKOHAMA, KOBE MOJI AND NAGASAKI.

## THE Steamship

"GREGORY APCAR."  
 Captain S. H. Nelson, will be despatched for the above Ports TO-MORROW, the 19th inst., at Noon.

This steamer has superior accommodation for passengers, is installed throughout with Electric Light, and carries a duly certified Doctor.

For Freight or Passage, apply to  
 DAVID SASSOON & Co., Ltd.,  
 Agents.  
 Hongkong, 15th November, 1907. 1816

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO  
 SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship  
 "E. FRANZ FERDINAND,"  
 Capt. Matovich, will leave for the above places on WEDNESDAY, the 20th inst. 4 p.m.  
 This steamer has capital accommodation for passengers, electric light, carries a doctor and stewardess.

For Freight or Passage, apply to  
 SANDER, WIELER & Co.,  
 Agents.  
 Hongkong, 12th November, 1907. 3

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR  
 FIUME AND TRIESTE (DIRECT),  
 Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.  
 Taking Cargo at through rates to the BRAZILS, to PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship  
 "CHINA,"  
 Capt. A. Petris, will be despatched as above on or about THURSDAY, the 21st November.  
 This steamer has capital accommodation for passengers, electric light and carries a doctor and stewardess.

For information as to Passage and Freight apply to  
 SANDER, WIELER & Co.,  
 Agents.  
 Hongkong, 31st October, 1907. 3

## COMPAGNIE DES MESSEGERIES MARITIMES.

FRENCH MAIL STEAMERS.  
 STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship  
 "TONKIN,"  
 Captain Charbonnel, will be despatched for MARSEILLES, on TUESDAY, the 26th November, at 1 p.m.  
 This Steamer connects at Colombo with the Australian line steamship bound for Marseilles via BOMBAY and Aden.  
 Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transshipment at Colombo.  
 Cargo also booked for principal places in Europe.

Next sailings will be as follows:—  
 S.S. "POLYNESE" ... 10th Dec.  
 S.S. "TOURANE" ... 24th Dec.  
 G. DE CHAMPEAUX,  
 Agent.  
 Hongkong, 13th November, 1907. 2

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.  
 THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship  
 "DEVANHA,"  
 Captain T. H. Hilde, R.N.R., carrying His Majesty's Mail, will be despatched from this for Bombay &c. on SATURDAY, the 30th November at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "HIMALAYA," 7,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.  
 Silk and Valuables, all cargo for Penang and Ten for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "ARABIA," due in London on 11th January, 1908.  
 Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
 For further particulars, apply to  
 E. A. HEWITT,  
 Superintendent.  
 Hongkong, 18th November, 1907. 1

For NEW YORK VIA PORTS AND SUEZ CANAL.  
 (With liberty to call at the Malabar Coast).

THE Steamship  
 "SCHUTTKILL,"  
 Captain Anderson, will be despatched as above on or about the 10th December.  
 For Freight, &c., apply to  
 STANDARD OIL CO. OF NEW YORK,  
 Oriental Freight Department,  
 (Hotel Mansions),  
 Hongkong, 13th November, 1907. 1721







